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SUPPLEMENT TO
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THIS IS UNEVALUATED INFORMATION

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1. The Polish Air League was first established in 1946 with an organizational set-up identical to that of the pre-war League for Air Defense of the Country (LOPP, Liga Obrony Powietrza Państwowego). Its primary objective was the augmentation and the popularization of the civil aeronautics program among Polish youth, and the training of pilots for the Polish Air Force. At the time of its formation, the Air League limited its activity to the formation of the primary branches of the Air League (Kola Ligi Lotniczej) and model aircraft groups in all educational institutes and factories. They were responsible for the recruitment of members and the dissemination of aviation knowledge through the media of group discussions, lectures and contests.
2. The Central Air Club of Poland (ARP-Aeroklub Rzeczypospolitej Polskiej), located in Warsaw, was responsible for pilot training through the regional aero clubs. Basic training consisted of technical and flying courses. Flight training was given in PO-2, Piper Cub type trainer aircraft and also in free and towed gliders. At that time, the aero clubs were financed by membership dues and rather meager donations from the Air League. In the latter part of 1949 and the spring of 1950, the Air League was reorganized in conformance with the organizational structure of DOSAV. Personnel holding responsible positions within the Air League strengthened its organizational machine and increased

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its membership to approximately 1,500,000. As a result, the Air League gained more recognition from the Polish Government, as well as financial backing of the Ministry of National Defense and the Ministry of Roads and Air Transport. At that time, all former pilots who had been trained and had gained valuable flying experience in western European countries were deprived of their flying licenses.

3. The points listed hereunder refer to Charts, Organization and Controlling Agencies of the Polish Air League, Enclosure (A).

- (a) DEPARTMENT OF CIVIL AVIATION (DLC-Department Lotnictwa Cywilnego). Until April 1951, this Department was subordinated to the Ministry of Communications (Ministerstwo Komunikacji) under the direction of Engineer Rabanowski. At this time, the Department of Civil Aviation was transferred to the Ministry of Roads and Air Transport (Ministerstwo Transportu Drogowego i Lotniczego), headed by Minister Rustecki. The Department of Railroads and Waterways remained under the jurisdiction of the Ministry of Communications. The Department of Civil Aviation, which was one of the agencies which exercised control over the Air League, controlled and enforced standards of flying safety and air traffic, designated restricted areas for flying, issued pilots licenses (powered aircraft and gliders) and annual renewals, and controlled record books for the Air Line "LOT" and the Air League.
- (b) THE CENTRAL COMMITTEE, UNITED POLISH WORKERS PARTY (PZPR - Polska Zjednoczona Partia Robotnicza) in Warsaw. This agency directed and controlled the political indoctrination program within the Air League and its subordinate aero clubs.
- (c) THE SUPREME AUDITING AGENCY (NIKI - Najwyzsza izba kontroli) in Warsaw. This agency inspected the administrative and financial records of the Air League and Aero Clubs. General Zawadzki was in charge.
- (d) THE GENERAL HEADQUARTERS OF THE POLISH AIR FORCE. (DWL - Dowodztwo Wojsk Lotniczych), in Warsaw. The PAF Headquarters controlled pilot training and the theoretical syllabus through regular AF officers who were assigned as supervisors and overseers of the various aero clubs, flying training centers, district branches of the Air League and pilot training schools. It also provided financial backing through appropriations from the Department of National Defense.
- (e) DOSAV (The All Union Voluntary Society for the Promotion of Aviation in the Soviet Union). I had not heard of Soviet officers being assigned permanently to the Central Aero Club in Poland, headquarters of the Air League. An advisory committee from DOSAV had been making periodical visits to the Air League Headquarters but I do not know the extent of its control over Air League activities.

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- (f) AIR LEAGUE HEADQUARTERS (Zarząd Główny Ligi Lotniczej), in Warsaw. The headquarters was under the direction of Lieutenant Colonel (fnu) Jakubik. The important sections of the headquarters were staffed by regular Air Force officers. The personnel and training sections were under the direction of Captain (fnu) Grabowski and Major (fnu) Tomaszewski. A Mr. Władysław Janica was in charge of the technical section. The headquarters exercised administrative and operational control over the Air League district and county headquarters, aero clubs, primary organizations, glider training centers, glider pilot schools, pilot instructor schools, the glider research plant in Bielsko, parachute jumping school, conventional aircraft pilot and mechanic schools (Wrocław), sailplane training school (advanced), glider repair shops and aircraft plants.
- (g) DISTRICT CIVIL AVIATION BRANCHES (Oddziały Lotnictwa Cywilnego). The officials of these branches maintained liaison between the airfield supervisors and the Department of Civil Aviation.
- (h) AIRFIELD SUPERVISORS (Zawładowcy Lotnisk). Each airfield supervisor was employed by the Department of Civil Aviation and responsible for the enforcement of flying safety regulations, air traffic, political security regulations, air traffic, political security regulations, certification of pilot flying time, obtaining flight clearances for aero club pilots and checking on the efficiency of aircraft mechanics. The qualifications for airfield supervisors were as follows: (1) flying experience in various types of aircraft (at least 1000 hours); aircraft communications experience; aircraft technical knowledge; knowledge of three foreign languages. (Russian and two others); political reliability.
- (i) DISTRICT AIR LEAGUE HEADQUARTERS (Zarząd Okręgu Ligi Lotniczej). The organizational structure was the same as the main Air League Headquarters in Warsaw. These headquarters controlled agencies over the activities of the aero clubs (Aero kluby Regionalne), the County Air League Headquarters (Zarząd Obwodu Ligi Lotniczej) and the glider pilot schools (Szkoły Szybowcowe).
- (j) PARACHUTE JUMPING TRAINING CENTER (OWS - Ośrodek Wysz-kolenia Spadochronowego) at Krosno, Poland. This center was directly subordinate to the main Air League Headquarters in Warsaw. Promising members of the Air League who had some theoretical and basic training in parachute towers were admitted to this center. I had heard that a minimum of 10 jumps was required for graduation. These were performed from the CSS-13 with one main and one reserve parachute.
- (k) THE GLIDER RESEARCH PLANT (SZD - Szybowcowy Zakład Doswiadczalny) at Bielsko. Since May 51, it has been directly subordinate to the main Air League Headquarters. This plant was also known as the Glider Institute (Instytut Szybownictwa).

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- (1) THE CENTRAL PILOT INSTRUCTOR SCHOOL (CSI - Centralna Szkoła Instruktorów) at Bielsko/Aleksandrowice Airfield.
- (m) THE CIVIL PILOTS AND MECHANICS SCHOOL (CSP 1 M - Cywilna Szkoła Pilotów 1 Mechaników) at Wrocław. This school was directly subordinate to the main Air League headquarters. The conventional aircraft pilot course was about six weeks duration. [redacted] three to four such courses, with 50 to 60 students each, were conducted in the flying season April to October. Students had to be: a licensed glider pilot; a member of the Union of Polish Youth and the Air League; within the age bracket 16-25 years; politically reliable; from a workers or peasants background. Polish CSS-13 type trainers were used for pilot training. The training consisted of only elementary flying for approximately 25-35 hours. Graduates of this course were issued certificates of proficiency. Instructors were reserve pilots with instructor experience.

SAILPLANE CONSTRUCTION AND REPAIR (warstaty Szybowcowe). I heard that there were glider repair shops at Poznań, Gdansk and Jelenia Góra (OWS - Okręgowe Warsztaty Szybowcowe). These regional plants were equipped to handle major repairs of Air League gliders and sailplanes and to carry out series production. The State Aircraft Plant (PZL - Państwowe Zakłady Lotnicze) at Mielec, produced CSS-13 trainer type aircraft and approximately 10 to 15 twin-engined, 10 passenger transports, designated as the "MIS". This plant was slated to start series production of the "Kania" trainer aircraft. The prototype was constructed and tested at the Bielsko Glider Research Plant in 1951. The Mielec aircraft plant also manufactured bodies for "Fiat" type buses. Production was under the direction of the Department of Civil Aviation. The aircraft plant in Łódź, (LWD-Lotnicze Warsztaty Doswiadczeniowe) was producing ZAK-1, ZAK-3, SZPAK-4T, ZUCH-1, ZUCH-2 and JUNAK trainer type aircraft. It was also producing wooden propellers for these aircraft. The ŁÓDŹ plant was under the direction of the Department of Civil Aviation. Although the Main Aviation Institute (GIL - Główny Instytut Lotnictwa) at Warsaw designed and constructed helicopters, their main responsibility was to provide technical assistance to aircraft and glider designers and to conduct tests. The only wind tunnel in Poland was located on this site. The institute was under the direction of the Department of Civil Aviation.

- (c) ADVANCED SAILPLANE TRAINING SCHOOL "ZAR" (Szkoła Wyczynowa "ZAR"). The school was located approximately 25 km southeast of Bielsko Biala. Monthly courses, with groups of 30 students, started in April and lasted until November. Only the best sailplane pilots were admitted to this school for training in high performance planes. An ex-Royal Air Force corporal, a Mr Dziuzynski was in charge of the school.

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(p) **REGIONAL AERO CLUBS** (Aerokluby Regionalne). In June 1951, there were 12 active aero clubs and approximately 16 glider training centers in the Polish Air League.

- (1) **AIMS:** The Air League aero clubs strove to keep their pilot members in training and to augment the pilot cadre of the Military Air Forces in the event of hostilities.
- (2) **MEMBERSHIP QUALIFICATIONS:** Membership in an aero club was limited to flying personnel (powered aircraft and gliders) exclusively. The applicant was required to pass a flying proficiency test and had to be politically reliable. There was no specified age requirement.
- (3) **ADMINISTRATION:** The administrative organ consisted of an honorary committee and a regular staff. The honorary committee consisted of a president, vice president, one leader of the powered aircraft section and the leader of the glider section. These officials were elected at the general meetings. In practice, they had no authority or influence over aero club members. The regular staff was appointed by the main Air League headquarters after intensive investigation. The staff consisted of the following officials:

<u>Number</u>	<u>Position</u>	<u>Estimated Monthly Pay</u>
1	Manager	800-1200 zloty
1	Assistant Manager (In charge of Political Affairs)	800-1200 zloty
1	Chief Aircraft Technician	900 zloty
1	Mechanic (for each three acft and 10 gliders)	500 zloty
2	Asst Mechanics (for each three acft and 10 gliders)	350 zloty
1	Chief Flying Instructor	1100 zloty
1	Pilot Instructor (powered acft)	800 zloty
1	Sailplane Pilot Instructor	650 zloty
1	Glider Pilot Instructor	600 zloty
1	Glider winch operator and mechanic	500 zloty
1	Supply Storage Clerk	400 zloty
3	Administrative Clerks	500-700 zloty
2	Drivers (ambulance and auto-mobile)	600 zloty

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(4) TRAINING:

- a. Glider Training, at Bielsko, was divided into two phases, elementary and advanced. The elementary training was performed in ABC and SG-38 gliders while advanced training was performed in Salamandra gliders. Glider take-offs were made with the aid of a mechanical winch.
- b. Sailplane Training was divided into six phases:
 - Phase 1: Training in a conversion glider "Jezyk"; take-offs were made with the aid of a winch.
 - Phase 2: Tow flying.
 - Phase 3: Conversion training from gliders to sailplanes.
 - Phase 4: Sailplane aerobatics; types of sailplanes were: "Mucha-3", "Olympia" and "Kranich".
 - Phase 5: Theory and practice of thermal flying and utilization of thermal currents in gliding.
 - Phase 6: Advanced flying in "OSA", "SEP" and "Jastrzab" sailplanes.
- c. Powered Aircraft training consisted of three phases:
 - Phase 1: Elementary flying in PO-2 and CSS-13 type trainers. 25 hours of flying constituted the minimum time for phase 1. At the end of phase 1, each student was required to pass an examination on theory, to take "check rides" and to apply for a license. The Chief Pilot Instructor verified his proficiency.
 - Phase 2: Basic aerobatics, navigation and glider and sailplanes towing. By the end of phase 2, the student had to have at least 150 hours of flying time to his credit in order to qualify for phase 3.
 - Phase 3: Instruments, formation and night flying full aerobatics and cross country flights. Types of training aircraft used were PO-2, CSS-13, RE-72, SZPAK-4, ZAK-3, ZUCH-2 and YAK-18.

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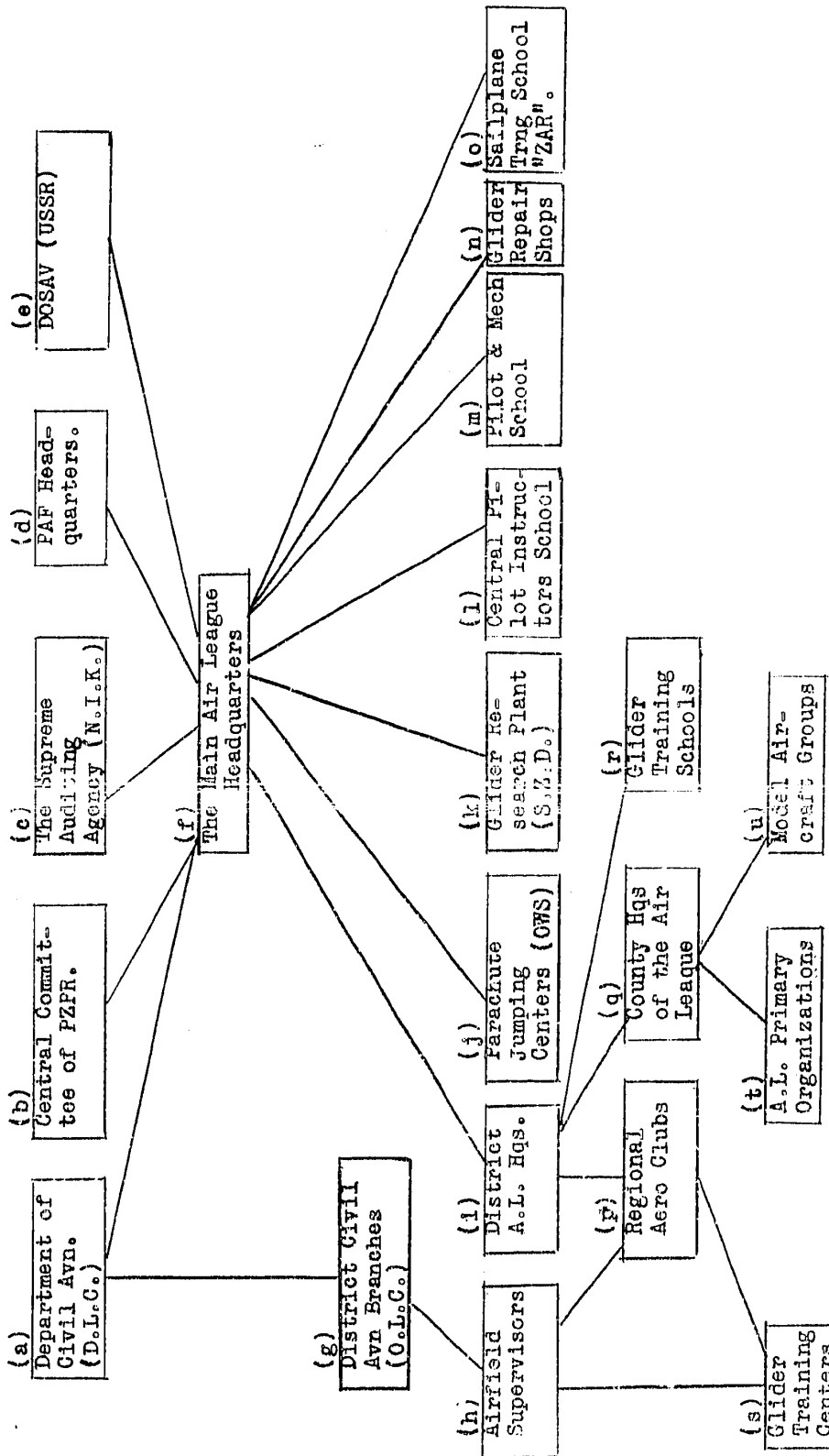
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Enclosure (A)

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ORGANIZATION OF THE POLISH AIR LEAGUE AND ITS CONTROLLING AGENCIES

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Enclosure (B)

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POLISH AIR LEAGUE AERO CLUBS
Their Location and Approximate Strength in Pilots and Aircraft

Location	No. of Licensed Glider Pilots	No. of Licensed Acft Pilots	No. of Unlicensed Acft Pilots	Acft Strength	Types of Aircraft
1. Warsaw	340	40	350	21	1-P02, 10-CSS13, 1-ZAK3, 1-SZPAK4, 1-JUNAK2, 1- ZUCH3, 1-YAK18, 1- Feslerstorch, 4-Piper Cubs
2. Bielsko	120	12	78	11	1-P02, 3-CSS13, 3-Piper Cubs, 1-FWS26, 1-SZPAK4, 1-ZAK3, 1-Heinkel172
3. Poznan	100	15	120	15	2-P02, 3-CSS13, 1-SZPAK4, 1-ZAK3, 1-JUNAK2, 1-YAK18, 4-Piper Cubs, 1-He72, 1- Feslerstorch
4. Katowice	100	8	65	8	1-P02, 2-CSS13, 1-SZPAK4, 1-ZAK3, 2-Piper Cubs, 1- Ducker-Besmann
5. Krakow	80	12	90	10	1-P02, 3-CSS13, 1-SZPAK4, 1-ZAK3, 3-Piper Cubs, 1-He72
6. Kielce	60	8	30	5	1-P02, 2-CSS13, 1-ZAK3, 1-Piper Cub
7. Inowroclaw	60	?	?	?	
8. Wroclaw	60	?	?	?	
9. Krosno	40	?	?	?	
10. Lublin	40	?	?	?	
11. Lodz	100	?	?	?	
12. Bydgoszcz	100	?	?	?	

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